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Toni Bosch
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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of: FRANK EINIG, et al.	)	Group Art Unit
Serial No.	)	Examiner
Filed: Herewith	)	
For: SYSTEM FOR CONTROLLING DRIVING DYNAMICS	)	Attorney Docket 1-24996

Commissioner for Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

TRANSMITTAL OF VERIFIED ENGLISH TRANSLATION OF PRIORITY APPLICATION NEW CLAIMS

Honorable Sir:

Attached please find a verified English translation of priority application new claims for Application No. PCT/EP02/07652.

Respectfully submitted,

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V E R I F I C A T I O N

I, Marian Fretter, BA. Hons., MITI., translator to Messrs. Taylor & Meyer of 20 Kingsmead Road, London, SW2 3JD, hereby declare that I am the translator of the documents attached, and certify that the following is a true translation, to the best of my knowledge and belief.

M. Fretter

(translator)

Nov. 28, 2003

(date)

NEW CLAIMS

1. System for controlling vehicle-movement dynamics, which operates by means of the braking system and the drive train of a vehicle in order to prevent lateral breakaway of the vehicle, a braking moment being produced, by means of the braking system, on the front wheel on the outside of the bend, and an additional drive moment being built up, by means of the drive train, on the driven wheels, for the purpose of preventing oversteering of the vehicle, characterized in that a higher-order or lower-order drive-slip control comes into action if the slip on one or more driven wheels exceeds a predetermined value due to the additionally built-up drive moment.

2. System according to Claim 1, characterized in that the braking moment is first produced on the front wheel on the outside of the bend, and the additional drive moment is built up on the driven wheels only if the oversteer of the vehicle does not decrease after a predetermined period of time.

3. System according to either of Claims 1 or 2, characterized in that the additional drive moment on the driven wheels is built up only when the braking moment produced on the front wheel on the outside of the bend has attained a predetermined value.

4. System according to either of Claims 2 or 3, characterized in that the drive moment additionally built up on a driven wheel is of an order of magnitude which is half that of the braking moment previously

produced on the front wheel on the outside of the bend.

5. System according to Claim 1, characterized in that the additional drive moment is first built up on the driven wheels, and the braking moment is produced on the front wheel on the outside of the bend only if the oversteer of the vehicle does not decrease after a predetermined period of time.

6. System according to either of Claims 1 or 5, characterized in that the braking moment produced on the front wheel on the outside of the bend is built up only when the additional drive moment on the driven wheels has attained a predetermined value.

7. System according to either of Claims 5 or 6, characterized in that the braking moment produced on the front wheel on the outside of the bend is of an order of magnitude which is double that of the drive moment previously built up additionally on a driven wheel.

8. System according to any one of Claims 1 to 7, characterized in that an additional braking moment is produced on the rear wheel on the outside of the bend when the additional drive moment is built up on the rear wheels.

9. System according to Claim 8, characterized in that the braking moment additionally produced on the rear wheel on the outside of the bend is of an order of magnitude

which is equal to that of the drive moment previously built up on the rear wheel on the inside of the bend.

10. System according to either of Claims 8 or 9, characterized in that the additional braking moment is produced on the rear wheel on the outside of the bend only if the oversteer of the vehicle does not decrease after a predetermined period of time.

11. System according to any one of Claims 8 to 10, characterized in that the additional braking moment is produced on the rear wheel on the outside of the bend only when the drive moment produced on the rear wheel on the outside of the bend has attained a predetermined value.